

REPORT

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7. The Tirana-Shengjergj-Guri i Bardhe-Klos Valitardhe-Shtepenza-Peshkopije road was built up to Klos by the Italians and the other part up to Shtepenza by the present regime. It was opened to traffic in 1947. This road is 72 kilometers long and 6 meters wide.
8. The Kruje-Qaf Shtames-Burrel road is 63 kilometers long and 6 meters wide, macadamized, built as a strategic road prior to 1939. At Fusha e Krujes it joins the Tirana-Shkoder road. Four kilometers beyond Kruje, a five percent grade begins and continues for 12 kilometers. There are only small ferro-concrete bridges on this road.
9. The Tirana-Elbasan road is 44 kilometers long, 9 meters wide and asphalted. There are two ferro-concrete bridges; one nine kilometers from Farke is 80 meters long and 10 meters wide and the other at Erzen (14 kilometers from Tirana), is 130 meters long and 12 meters wide.
10. The Durrës-Kavajë-Rogozhin-Peqin-Elbasan-Librazhd-Podgradec-Korce road is 190 kilometers long, 8 meters wide. It is asphalted as far as Podgradec and from Podgradec to Korce, macadamized. There is one ferro-concrete bridge near Korce (Jezer Malig), 10 meters wide, and several small ferro-concrete and stone bridges.
11. The Rogozhine-Lushnje-Fier-Vlone road is about 88 kilometers long, 8 meters wide and asphalted. There are three ferro-concrete bridges: one at Shkumbi (near Rogozhine), 140 meters long, 12 meters wide; one at Seman (near Fier), 130 meters long, 12 meters wide, and the third at Vljose (15 kilometers south of Fier), 160 meters long and 12 meters wide. This road, which skirts the Adriatic shore, links Durrës with the ports of Vlone and Sarande. In view of its importance, it is under military guard.
12. The Vlone-Himara-Sarande road is about 100 kilometers long, 6 meters wide and macadamized. There is one ferro-concrete bridge at Dulcat and numerous small ferro-concrete and stone bridges.
13. Lushnje-Berat-Kelcyra road is about 98 kilometers long. Between Lushnje and Berat it is eight meters wide and from Berat to Kelcyra it is four or five meters wide and macadamized. There is one ferro-concrete bridge at Devoli, 150 meters long and 12 meters wide, and another ferro-concrete bridge at Hassan Bau, near Kucove 70 meters long and 12 meters wide. There are also some small stone and wooden bridges.
14. The Vlone-Tepelene-Kelcyre-Permet-Perat road is six meters wide and macadamized. There are three medium ferro-concrete and stone bridges; one at Shushice near Vlone; one at the entrance to Tepelene, and one at Permet.
15. The Sarande-Delvina-Gjorgucat-Gjinokaster-Tepelene road is 96 kilometers long, 6 meters wide and macadamized. There are no large bridges; the small bridges are of ferro-concrete and stone.
16. The Korce-Borove-Leskovic-Perat road is 105 kilometers long, 6 meters wide and macadamized. There are no large bridges. The numerous small bridges are of concrete or stone.
17. The Librazhd-Peshkopije-Kukes road is about 162 kilometers long and 6 meters wide. Between Librazhd and Ostren there is a three to four percent gradient. Between Peshkopije and Kukes it skirts the Drin i zi Valley. There are two concrete bridges, one at Canke and the other at Kukes. There are about 200 small wooden bridges, but these are being replaced by concrete bridges.
18. The Elbasan-Grash-Maliq-Korce road was built during the war and is four or five meters wide. Although it has not been completed, it is being used by traffic.
19. The Fier-Tepelene road was built during the war and is not completely finished, though used by traffic.

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20. The Shkoder-Koplik-Hani Hotit-Podgorica road is eight meters wide and asphalted. There are no large bridges except one two kilometers from the Yugoslav frontier, built of ferro-concrete.
  21. The Shkoder-Boge-Shengjergj road is six meters wide. It was to be prolonged to link up with the Puke-Kukes road, but has not yet been completed.

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